QA:N/A

RECORD OF CONVERSATION

Conversation With:	Jared Bybee	**Date:**	01/19/05
Company/Agency:	BLM-Ely	**Time:**	1300
Address:	**United States Government - Interior Dept, Bureau of Land Management, Ely District Office** 702 East North Industrial Way, Ely, NV 89301	**T-DCC Number:**	G009E-C03-BIO-T-036
		Reference No:	
Personnel Present:	Tim Bennett, Jared Bybee	**Phone Number:**	775-289-7868

SUBJECT: Wild Horse and Burro Populations on HMA's administered by the Ely BLM office.

SUMMARY

I contacted Jared Bybee, Wild Horse and Burro Specialist with the Ely BLM, regarding his most current estimates of wild horse and burro populations. He provided me with a scanned page of an internal document which listed the results of population surveys on the Herd Management Areas (HMA's) which his office was responsible for. The document also extrapolated data from those surveys, which were performed at various times in the past, and provided estimates of 2005 populations based on best available knowledge of reproductive rates and mortality rates. He informed me that since it was an internal document, it was not citable for purposes of the Caliente RA EIS, so we will use the data and cite it as a personal communication with Jared Bybee.

cc:

Completed by: Tim Bennett

Ely District Wild Horse Herd Management Areas
July 1, 2004
Ely Field Office

Herd Area Number	Herd Mangement Area Name	Total Acres	Appropriate Management Level[1]	Censused Population Number		Date	Horses Removed Since Last Census Number	Date	FY 2004 E.O.Y. Population Estimate[2]	
401	Antelope (HMAP)	400,333	324	517		3/04			620	[3]
402	Monte Cristo (HMAP)	379,025	236	836		5/01	586	12/02	747	[3]
403	Buck and Bald	838,702	423	331		5/02			552	[3]
404	Wilson Creek	687,215	160	150		6/04			150	
405	Sand Springs East	485,061	257	327		8/00	200	9/00	262	
406	Cherry Creek	37,492	0	5	[4]	5/02			0	
407	Butte (HMAP)	444,020	95	76		5/02			124	[3]
408	Jakes Wash	153,661	1-21	75		6/03	49	7/04	41	
409	White River	117,348	90	286	[5]	6/03	286	7/04	60	
410	Dry Lake	494,318	94	383		6/03	323	8/03	72	
411	Seaman	361,249	159	63		5/02			99	[3]
412	Diamond Hills South	21,166	22	121		3/01	202	7/04	13	
413	Moriah	55,051	1-29	251	[6]	6/03	210	7/04	20	
513	Meadow Valley Mountains	97,447	0	18		3/01	37	8/02	0	
514	Blue Nose Peak	84,786	1	0		3/01			0	
515	Delamar Mountains	186,131	51-85	51		6/04			51	
516	Clover Mountains	173,085	1-16	41		6/04			41	
517	Clover Creek	33,419	1-14	10		6/04			10	
518	Applewhite	30,967	1	7		6/04			7	
519	Little Mountain	53,256	9-15	40		6/04			40	
520	Miller Flat	91,987	9-15	35		6/04			35	
521	Deer Lodge Canyon	109,717	30-50	37		6/04			37	
522	Highland Peak	137,871	20-33	66		6/03			79	
523	Rattlesnake	71,430	1	0		6/03			0	
	Ely District Subtotal	5,544,737	1986-2141						3060	

[1]Established AMLs were set in FMUDs as issued for allotments within the HMA, or in a Wild Horse Decision/FONSI. AML's were completed in 2004.

[2]Estimates are based on the latest census, less any animals removed since the latest census, plus an average 20% annual rate of increase since the last census.

[3]In any census occurred at mid-foaling season, counted foals were doubled to estimate the end of foaling season population.

[4]Censused horses were known to be from the Elko District and were returned.

[5]Census includes 200 horses that summer off the HMA.

[6]Inluded were 75 wild horses outside the HMA in Utah, and 44 wild horses outside the HMA in Nevada.

- The *Feasibility Study for Transportation Facilities to Nevada Test Site* study (DIRS 104777-Holmes & Narver 1962, all) determined the technical and economic feasibility of constructing and operating a railroad from Las Vegas to Mercury.

- The *Preliminary Rail Access Study* (DIRS 104792-YMP 1990, all) identified 13 and evaluated 10 rail corridor options. This study recommended the Carlin, Caliente, and Jean Corridors for detailed evaluation.

- *The Nevada Railroad System: Physical, Operational, and Accident Characteristics* (DIRS 104735-YMP 1991, all) described the operational and physical characteristics of the current Nevada railroad system.

- The *High Speed Surface Transportation Between Las Vegas and the Nevada Test Site (NTS)* report (DIRS 104786-Cook 1994, all) explored the rationale for a potential high-speed rail corridor between Las Vegas and the Nevada Test Site to accommodate personnel.

- The *Nevada Potential Repository Preliminary Transportation Strategy, Study 1* (DIRS 104795-CRWMS M&O 1995, all), reevaluated 13 previously identified rail routes and evaluated a new route called the Valley Modified route. This study recommended four rail corridors for detailed evaluation—Caliente, Carlin, Jean, and Valley Modified corridors.

- The *Nevada Potential Repository Preliminary Transportation Strategy, Study 2* (DIRS 101214-CRWMS M&O 1996, all), further refined the analyses of potential rail corridors in Study 1.

Public comments submitted to DOE during hearings on the scope of this EIS resulted in the addition of a fifth potential rail corridor—Caliente/Chalk Mountain.

The analysis of impacts for the five Nevada rail transportation implementing alternatives assumed the mostly rail transportation scenario. Therefore, the analysis included the impacts of legal-weight truck transportation from six commercial sites that would not have the capability while operational to handle or load a large rail cask. About 1,079 legal-weight truck shipments over 24 years would enter Nevada and travel to the repository. These shipments would use the same transport routes and carry about the same amounts of spent nuclear fuel per shipment as those described for the mostly legal-weight truck scenario (Section 6.3.1).

The analysis evaluated impacts to land use and ownership; air quality; hydrology; biological resources and soils; cultural resources; occupational and public health and safety; socioeconomics; noise and vibration; aesthetics; utilities, energy, and materials; and waste management. Section 6.3.4 discusses the potential for transportation activities to cause environmental justice impacts in Nevada.

6.3.2.1 Impacts Common to Nevada Branch Rail Line Implementing Alternatives

The estimated life-cycle cost of constructing and operating a branch rail line in Nevada would range from $283 million to $880 million (2001 dollars), depending on the corridor and variation. This section discusses impacts for the analysis areas listed above that would be common to all five branch rail line implementing alternatives. DOE evaluated these impacts as described in Section 6.3. The construction of the branch rail line would last between 40 and 46 months, depending on the rail corridor. Shipping operations in the rail corridor would begin at a mainline siding where railcars carrying casks of spent nuclear fuel and high-level radioactive waste would switch from the mainline to the branch line for transport to the repository, and railcars carrying empty casks from the repository would switch to the mainline for transport back to the commercial and DOE sites. These shipments would continue for 24 years. Section 6.3.2.2 discusses impacts specific to each rail implementing alternative.

Herd Areas

Herd Area	Herd Area Name	Total Acres	Appropriate established	Censused Number	Censused Date	Horses Number	Horses Date	FY03 Population
512	Mormon Mountains	175,423	0	0	6/97			

6.3.2.1.1 *Common Rail Land-Use and Ownership Impacts*

In identifying the land potentially affected by a rail corridor, the analysis assumed a corridor width of 400 meters (1,300 feet, or about 0.25 mile). The purpose of the 400-meter width was to provide sufficient space for final alignment to route the rail line around sensitive land features or engineering obstacles. Actual construction and operation in the corridor would mostly require less than about 60 meters (200 feet) of the 400-meter width. Thus, at most, about 15 percent of the land in the corridor would be disturbed by construction. The analysis also assumed that as much as 3.6 square kilometers (890 acres) of land outside of the main disturbed area within the corridor would be disturbed during the construction of a branch rail line for construction roads and camps and other construction-related activities.

Each rail corridor has possible variations providing different land ownerships and projected disturbances, as described in Appendix J, Section J.3.1.2. These possible variations would make little difference in land-use impacts, which could be more or less than those described below.

The analysis indicates no conflicts with commercial use and no identified conflicts with scientific studies for any of the proposed corridors. At present, the public land in each corridor, with the exception of portions of the Caliente-Chalk Mountain Corridor, is open to mining and recreational use, as discussed in Chapter 3, Section 3.2.2.1.1.

The construction and operation of a branch rail line in any of the rail corridors would directly and indirectly affect private property. The Valley Modified Corridor would have the smallest range of private land affected, from 7.3 to 0.2 square kilometer (45 acres). The Carlin Corridor would have the largest, from 7.3 to 15 square kilometers (1,800 to 3,700 acres). Most of the private property in the Carlin Corridor is in the vicinity of Beowawe and Crescent Valley. The ownership of each parcel of affected private land would require that DOE negotiate use arrangements with owners. The division of private property parcels could affect the current and future use of the property. Each corridor contains lands associated with the Nevada Test Site and managed by DOE. The amount of land in each corridor varies from 5 square kilometers (1,200 acres) for the Carlin and Caliente Corridors to 38 square kilometers (9,400 acres) for the Caliente-Chalk Mountain Corridor. With the exception of the Caliente-Chalk Mountain Corridor, the corridors cross Nevada Test Site lands only at entry points to the repository site close to the perimeter of the property and would be unlikely to result in a change of current land use. The Caliente-Chalk Mountain Corridor would enter the northeast portion of the Test Site and pass generally through the center of the site. Although this corridor would not result in a change of ownership, it would alter the current use of the land in the vicinity of the rail corridor.

Each rail corridor, with the exception of the Jean Corridor, would cross a portion of the Nellis Air Force Range (also known as the Nevada Test and Training Range) under the management of the U.S. Air Force. Lands along the corridors managed by the Air Force range from none for the Jean Corridor to 22 square kilometers (5,400 acres) for the Caliente-Chalk Mountain Corridor. The Caliente-Chalk Mountain Corridor would enter Nellis Air Force Range lands along the northern boundary and cross approximately 52 kilometers (32 miles) of land used for Department of Defense training operations.

The U.S. Air Force has identified national security issues in relation to a Caliente-Chalk Mountain Corridor, citing interference with Nellis Air Force Range testing and training activities (DIRS 104887-Henderson 1997, all). In response to Air Force concerns, DOE regards this route as a "nonpreferred alternative."

As of July 2001, the Nevada Public Utility Commission's website listed 20 electric power generating facilities scheduled for construction in Nevada by 2004. Five of the 20 plants have received permits to proceed. Two of these are located in Storey County and Pershing County. Three are in Clark County—one in North Las Vegas and two for the same company in an industrial park at Apex. None is anticipated